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COUNTRY

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Doeberitz Airfield

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REPAIRED 15 May 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. On 8 April 1952, [ ] figures concerning the consumption of electricity at Doeberitz airfield:

|                    | <u>February</u> | <u>March</u> |
|--------------------|-----------------|--------------|
| Barracks buildings | 232,514 kWh     | 119,557 kWh  |
| Officers' billets  | 33,390 "        | 32,995 "     |

2. Between 9 a.m. and 2:30 p.m. on 17 April, about 20 take-offs were made by IL-10s. The following take-offs and landings were observed:

| <u>Time</u> | <u>Take-Off</u>                                 | <u>Landing</u> |
|-------------|-------------------------------------------------|----------------|
| 10:30 a.m.  | 5 IL-10s, including<br>1 towing a sleeve target |                |
| 10:50 "     |                                                 | same planes    |
| 10:58 "     | 4 IL-10s                                        |                |
| 11:20 "     |                                                 | 1 IL-10        |
| 11:25 "     | 2 IL-10s                                        |                |
| 11:30 "     | 1 IL-10                                         |                |
| 11:45 "     |                                                 | 5 IL-10s       |
| 11:59 "     |                                                 | 1 IL-10        |

At about 12:30 p.m., a formation of 16 single-engine ground attack aircraft which had not taken off from this field, flew over the field heading north-west. While planes were flying, six motor vehicles including a radio truck with three rod antennas were parked on the landing field. There were several soldiers and a table on the roof of the radio truck.

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3. Between 9:15 a.m. and 2 p.m. on 20 April, the field was occupied by a total of about 37 single-engine ground attack planes, including 50 to 55 on the northern edge of the field; 9 on the eastern edge, near the northern group, and 23 on the southern edge. There were also 5 biplanes on the southern edge of the field. There was no flying.

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4. Between 11 and 11:30 a.m. on 19 April, there were about 45 IL-10s on the northern edge of the field and 17 IL-10s on the southern edge of the field. The hangars were closed. One plane on the northern edge of the field had a red stripe on its leading edge and a red rectangle on the rear edge of its rudder assembly. There was no flying. Eight boxcars were observed on the spur track, near the fuel camp.

5. On 22 April, all the IL-10s which were parked on the northern edge of the field had a red stripe on their rudder assemblies. The

6. On 22 April, 61 IL-10s were observed at the field. There was no flying. Lighting facilities were being installed on the landing field.

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7. Between 10 a.m. and 12:15 p.m. on 21 April, about 45 IL-10s were observed on the northern edge of the field and 16 IL-10s, on the southern edge. There was no flying in hazy weather. Five soldiers were loading boxes on a boxcar on the spur track of the field. stored in the northwestern section of the field.

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At 9:35 a.m., a twin-engine DC-3 landed at the field.

8. On 23 April, 40 IL-10s were observed on the northern edge of the field and 17 IL-10s on the southern edge. There was flying by two IL-10s. A boxcar was observed on the spur track.

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\* Comment. It is believed that the individual squadrons of the ground attack regiment are marked by various colors on their propeller hubs.

\*\* Comment. The report indicates that the Doeberitz airfield is still occupied by two ground attack regiments.

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